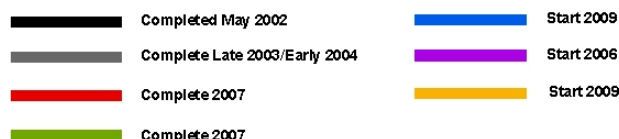
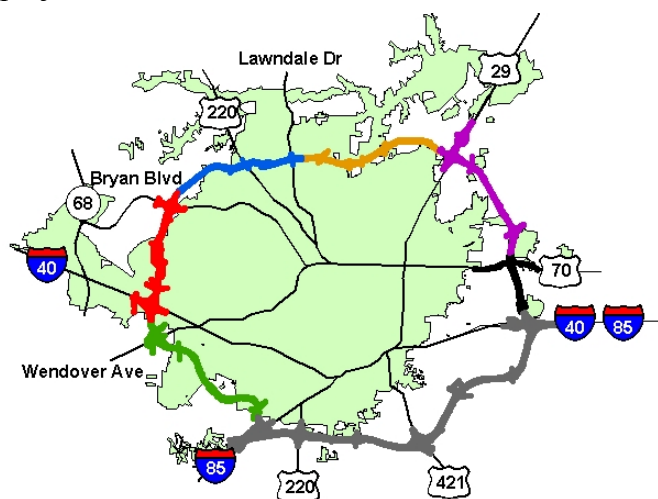


TRANSPORTATION PROJECT UPDATE

GREENSBORO URBAN AREA

This newsletter provides scheduling and status information on major transportation projects planned or under construction in the Greensboro Urban Area. The Greensboro Urban Area includes all of Guilford County excluding the Gibsonville, Whitsett, High Point, and Jamestown areas.

Included in this update are projects from the adopted *2004-2010 State Transportation Improvement Program (STIP)*. Major *City of Greensboro Capital Improvements Program (CIP)* projects are included as well.



Greensboro Urban Loop

NCDOT

Eastern Urban Loop (U-2525) Construction is complete on part of the Eastern Urban Loop between US 70 and I-40/I-85 near McConnell Road. Completed May 2002.

The schedule for the remainder of the Eastern Urban Loop:

- From US 70 to US 29: right-of-way acquisition is expected to begin in 2006 with construction completion expected in 2010; and
- From US 29 to Lawndale Drive: right-of-way acquisition is expected to begin in 2007, construction is expected to begin in 2010.

Southern Urban Loop (I-2402) The Southern Urban Loop/ I-85 Bypass will join the Eastern Loop at I-40/I-85 near McConnell Road and connect to the existing I-85 south of Holden Road near Groometown Road. Construction is underway with completion expected March 2004.

Western Urban Loop (U-2524) The Western Urban Loop will join the Southern Urban Loop at I-85 and extend to Lawndale Drive. Construction on the section from I-40 to Bryan Boulevard is underway with a Summer 2007 completion date. Construction on the segment from I-85 to I-40 is underway with a Summer 2007 completion date. Construction on the remaining section from Bryan Boulevard to Lawndale Drive is expected to begin in 2009.



FOR MORE INFORMATION

To see the adopted **NCDOT 2004-2010 STIP** online, point your web browser to www.ncdot.org. The STIP provides cost, scheduling and descriptive information on NCDOT projects. For more information on **active NCDOT Projects** contact the local NCDOT Division 7 Office at (336) 334-3192.

For more information on **active City of Greensboro Projects** contact the City of Greensboro Department of Engineering and Inspections (336) 373-2302. For **Plans, proposals, and future needs** contact the City of Greensboro Department of Transportation at (336) 373-2332. Visit the GDOT Web Site to see this project update and related information online at www.ci.greensboro.nc.us/GDOT/.

Interstate 40 Widening

NCDOT

(I-2201) The widening of Interstate 40 from the Business I-40 split near Sandy Ridge Road to Holden Road is under construction. Phase 1 from Holden Road to Chimney Rock Road is complete. Construction of Phase 2 from Chimney Rock Road to Sandy Ridge Road is underway with completion expected Spring 2004.



NC 68 / US 220 Connector

NCDOT

(R-2413) The first section of the NC 68 / US 220 Connector will be constructed along existing US 220 from just south of the Haw River to the NC 68 intersection in Rockingham County beginning Late 2005. The second section will follow a new alignment leaving US 220 just south of the Haw River, cross NC 150, Brookbank Road, Bunch Road, and Alcorn Road and connect to NC 68 north of Pleasant Ridge Road. Right-of-way acquisition to begin in 2007 and Construction is scheduled to begin Fall 2009. Most of the Connector will be built to Interstate standards, with some sections along existing US 220 to be upgraded to Interstate standards later.

High Point Road

NCDOT

High Point Road **(U-2412)** will be widened with sections relocated from Hilltop Road to the proposed US 311 Bypass in High Point. Sections will be relocated around the old Jefferson Pilot Headquarters and south of the center of Jamestown.

- **Section A** US 311 Bypass to east of Manor Road: right-of-way 2005 and construction 2007.
- **Section B** Manor Drive to Stanford Road: right-of-way 2009 and construction after 2010.
- **Section C** Stanford Road to Hilltop Road: right-of-way 2005 and construction 2008.

US 220 Widening

NCDOT

US 220 **(R-2309)** will be widened in three phases:

- Phase 1 (R-2309 AA) Cotswold Terrace to Horse Pen Creek Road: complete.
- Phase 2 (R-2309 AB) Horse Pen Creek Road to Winfree Road: right-of-way 2005, construction 2007.
- Phase 3 (R-2309 B) Winfree Road to NC 68/US 220: right-of-way 2005 and construction 2009.

An Environmental Assessment study is due in 2004.

Bridford Parkway Extension

NCDOT

(U-4006) Bridford Parkway will be extended from Hornaday Road north over I-40 and across Guilford College Road to Burnt Poplar Road. Construction is programmed for 2008. The Environmental Assessment study is complete and a public hearing is expected to occur by Spring 2004.

Groometown Road

NCDOT

Groometown Road **(U-3313)** will be widened to multi-lanes from Grandover Parkway/ Wiley Davis Road to Wayne/ Vandalia Road. Construction is scheduled to begin in 2005. An Environmental Assessment study and public hearing are complete.

Gallimore Dairy Road

GSO NCDOT

The Gallimore Dairy Road **(U-4015)** widening from NC 68 to Market Street is currently scheduled for 2010. However, the new I-40 interchange has changed area traffic patterns and significantly increased traffic on Gallimore Dairy Road between I-40 and Market Street. Arrangements are made to widen this critical segment in 2004 by the City advancing funds to NCDOT with a reimbursement scheduled for 2008.

Greensboro Signal System Replacement

GSO NCDOT



The Greensboro Signal System **(U-4711)** is scheduled for replacement. The project will consist of replacing the central computer, intersection controllers, wiring network and other field equipment to fiber optics. The project is scheduled to begin in 2008.

Guilford College Road

NCDOT

Guilford College Road (**U-2913**) will be widened and relocated from I-40 to High Point Road in the following stages:

- I-40 to Nicholas Road widening: complete.
- Nicholas Road to south of Ruffin Road with new interchange at Wendover Avenue: complete.
- South of Ruffin Road to Mackay Road widening: construction start scheduled late 2004.
- From Mackay Road to High Point Road on new location: construction underway, completion late 2005.

Expected completion of entire project in 2006.

Hilltop Road

GSO

NCDOT

The City of Greensboro has underway the widening of Hilltop Road to 5 lanes from Adams Farm Parkway to the existing multi-lane section near Pennoak Drive. NCDOT plans to widen the portion from Guilford College Road to Adams Farm Parkway (**U-3612**): a late 2005 start with a 2007 completion are expected. An Environmental Assessment and public hearing are complete and environmental documentation approval has been issued.

New Garden Road

GSO

The first phase multi-lane widening from Fleming Road to Bryan Boulevard is complete. Design on the second phase to extend the multi-lane widening eastward to Brassfield Road is under design. Construction of Phase 2 is expected to begin in Spring 2006.

Eckerson Road / US 29 Interchange

GSO

NCDOT

The Eckerson Road Interchange (**R-4707**) with US 29 and US 29 have been identified for improvements. An Environmental Assessment followed by a Preliminary Design for improvements to the Eckerson Road/US 29 interchange and upgrading US 29 in the area of the interchange to interstate standards is being conducted by GDOT in partnership with NCDOT. The environmental study is the first step in the project development phase. This project will join the Summit Avenue roadway project from Brightwood School Road to Eckerson Road currently under study.

J. Douglas Galyon Depot

GSO

This project has created a state of the art transportation facility in the historic former Southern Railway Station. The Depot now houses the Greensboro Transit Authority bus transfer center, Greyhound/Trailways service with space for commercial service providers and space for commercial/retail businesses. The Depot will house the Greensboro AMTRAK station upon completion of improvements to rail tracks needed to route rail service to the center. Construction of track improvements is expected to be completed by 2006.



US 70 Widening

NCDOT

US 70 will be widened from the Greensboro City Limits into Alamance County. Construction is complete on the first phase (**U-2581 A**) from Penry Road to Mount Hope Church Road. Construction on the segment from Mount Hope Church Road to Rock Creek Dairy Road (**U-2581 B**) is currently scheduled after 2010. The segment from Rock Creek Dairy Road into Alamance County (**R-2910**) is scheduled for after 2010.

Bryan Boulevard Relocation

NCDOT

(**U-2815C**) Bryan Boulevard will be relocated west of the new third runway at the Piedmont Triad International Airport. The current Inman Road interchange will be replaced by a new interchange at relocated Old Oak Ridge Road. This will become the primary access point to the Airport. Construction is expected to begin Spring 2004. (NOTE: This project is being managed by the Piedmont Triad International Airport Authority.)

West Market Street

NCDOT

(**R-2611**) West Market Street is scheduled to be widened to a multi-lane facility from NC 68 to Bunker Hill Road. NCDOT is currently conducting an Environmental Assessment Study due for completion February 2005. Construction is expected to begin in mid-2009.

OTHER NCDOT PROJECTS

ROADWAY PROJECTS

(R-2612) US 421 at Woody Mill Road & Neeley Road
Construct new interchanges at Woody Mill Road beginning 2009 and Neeley Road beginning after 2010.

(R-2577) US 158 from I-40 Business in Forsyth County to US 220 Widen to Multi-Lanes after 2010.

(R-2580) US 158 from US 220 to US 29 Business in Rockingham County Widen to Multi-Lanes after 2010.

MAJOR BRIDGE PROJECTS

(B-3930) 16th Street Bridge over Norfolk Southern Railway
Construction in 2004.

(B-3272) McConnell Road Bridge over US 29
Construction underway. Completion late 2005.

(B-3174) US 29 Bridge over Lee Street
Construction underway. Completion late 2005.

(B-3851) East Market Street Bridge over US 29
Construction expected in 2005.

CITY OF GREENSBORO CAPITAL IMPROVEMENTS

SYSTEM ENHANCEMENT PROJECTS

Norwalk Street Extension Phase 1 from Patterson Street to Boston Road 3 lane roadway on new location. Construction underway. Completion in Summer 2004.

Various Sidewalk Projects Fifteen projects for approximately 7 miles. Construction to begin early 2004.

Various Sidewalk Projects Twelve projects for approximately 7 miles. Construction to begin Summer 2004.

Battleground Rail Trail Multi-use trail to be constructed along an abandoned railroad corridor east of Battleground Avenue from Pisgah Church Road to Markland Drive. Construction expected to begin early 2005.

RECENTLY COMPLETED PROJECTS

Various sidewalk Projects Twelve projects for approximately 6 miles recently completed.

Battleground Avenue and Pisgah Church Road Intersection Improvements Construction of additional westbound right turn lane on Pisgah Church Road and of a northbound right turn lane on Battleground Avenue complete.



GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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Year 2000 Transportation Bond Projects

On November 7, 2000 Greensboro voters approved \$73.75 million in bonds for Transportation Improvement Projects. These projects will improve safety for motorists, cyclists and pedestrians and are an important investment in the city's transportation infrastructure.

Various Sidewalk Projects – City Wide

Contracts for sidewalks along major thoroughfares where “worn paths” were identified in 2000 are being formulated with the first contract currently under construction. Additional projects are being planned with the aim of connecting disjointed sections of sidewalks and neighborhoods to schools, parks and shopping. *Construction underway.*

Various Bikeway Projects – City Wide

Various bikeway projects are in the early planning stages with the goal of providing safe off-street facilities that connect neighborhoods with parks and businesses, parks with parks and the re-use of a former railroad corridor. *Construction expected to begin 2003.*

Wendover Avenue – Big Tree Way to Stanley Rd.

Wendover Avenue between Big Tree Way and Stanley Road is the fastest growing section of roadway in Greensboro. Future commercial and infrastructure improvements in the area will place additional demands on an already stressed facility. Currently there are three through lanes of travel in each direction on the bridge across I-40. One of the westbound through lanes terminates at the bridge. Improvements would include maintaining three through lanes in each direction on the bridge. *Project complete.*

Wendover Avenue - Bridford Pkwy to Edwardia Dr.

This project involves intersection improvements to increase vehicle capacity and the construction of sidewalk along both sides to accommodate pedestrian needs along this fastest growing section of roadway in Greensboro. Project Planning Study and Preliminary Design complete. *Construction expected to begin 2003.*

NC 68 – W Market St. to Gallimore Dairy Rd.

This project is based on recommendations from NCDOT to improve the traffic capacity and safety of NC 68. Improvements include additional northbound and southbound through lanes, turn lane improvements at intersections and intersection realignments. Project Planning Study and Preliminary Design conducted by NCDOT. *Construction expected to be completed Fall 2002.*

East Market Street Streetscape

The East Market Street Corridor Development Plan identifies improvements for pedestrian safety and access, and improve the physical image to develop “a sense of place” for the area. Streetscape and traffic management improvements are a critical component to the East Market Street revitalization efforts. *Construction expected to begin Fall 2002.*

Church Street Streetscape

Church Street has been identified as a critical link between the cultural district attractions (Central Library, Historical Museum, Children's Museum and Cultural Arts Center) and the planned Multi-Modal Transportation Center. Improvements to address pedestrian activity, aesthetics and safety are warranted. *Construction expected to begin 2007.*

Creek Ridge Road – Randleman Rd. to US 220

Creek Ridge Road is a two-lane minor east-west thoroughfare connecting Elm/Eugene Street, Randleman Road, and US-220. A three lane 36 feet wide cross-section provide a safer, less congested facility. *Project Planning Study and Preliminary Design completed. Construction expected to begin 2005.*

Franklin Boulevard – McConnell Rd. to Bessemer Ave.

Franklin Boulevard is currently a narrow two-lane roadway section connecting McConnell Road with East Market Street. The Franklin Boulevard improvements in conjunction with the Florida Street Extension project will provide a continuous north-south link between East Market Street and Lee Street. *Project Planning Study and Preliminary Design completed. Construction expected to begin 2005.*

Friendly Avenue – Westridge Rd. to Holden Rd.

In the past two years traffic volumes have increased by 23% along this section of Friendly Avenue. There are numerous residential driveways along this heavily traveled corridor and the lack of a center turn lane causes operational and safety problems as motorists stop in the travel lane to access adjacent properties. Projected traffic growth along Friendly Avenue will continue to add to the operational and safety problems of this facility. The addition of medians and left turn lanes will enhance the safety and capacity of this facility. *Project Planning Study and Preliminary Design completed. Construction expected to begin 2004.*

Lake Jeanette Road – Lawndale Ave. to N. Elm St.

This proposed project will provide additional capacity, a more consistent roadway width, continuous curbs and gutters, and continuous sidewalks. This project will enhance vehicular and pedestrian safety, pedestrian access, and provide additional capacity at key intersections. The Project also includes aesthetic enhancements such as landscaped median sections. *Project Planning Study and Preliminary Design completed. Construction expected to begin 2005.*

Merritt Drive – I-40 Bridge to High Point Rd.

Merritt Drive from Spring Garden Street to just north of the I-40 bridge is five-lanes. The bridge is being replaced with a 5-lane bridge as part of the I-40 widening project. The proposed project section is currently 2-lanes carrying 19,000 vehicles per day. This section will be widened to 5-lanes. *Project Planning Study and Preliminary Design complete. Construction expected to begin 2005.*

Mackay Road – Adams Farm Pkwy to High Point Rd.

The proposed widening of Mackay Road will improve access between the Adams Farm Area and High Point Road. The most recent counts indicated an average daily volume of 19,700 vehicles per day. *Project Planning Study and Preliminary Design to be conducted. Construction expected to begin 2007.*

Year 2000 Transportation Bond Projects

On November 7, 2000 Greensboro voters approved \$73.75 million in bonds for Transportation Improvement Projects. These projects will improve safety for motorists, cyclists and pedestrians and are an important investment in the city's transportation infrastructure.

Battleground Avenue – Cotswold Ave To Westridge Rd.

The section of Battleground Avenue between Cotswold Avenue and Westridge Road has experienced considerable commercial development in the past five years. This stretch of Battleground Avenue carries 31,600 vehicles per day and operates near capacity. The addition of an outbound lane will continue the 3 outbound travel lanes that exist up to Old Battleground Road and an additional inbound travel lane will facilitate morning traffic flow. *Project Planning Study and Preliminary Design to be conducted. Construction expected to begin in 2007.*

Stanley Road – Hilltop Rd. to Koger Blvd.

Stanley Road is a major north-south connection between Wendover Avenue and Hilltop Road. The segment of Stanley Road between Koger Boulevard and Hilltop Road is a narrow two-lane roadway operating near capacity. Traffic volumes on Stanley Road have increased 36% over the past six years. Traffic volumes are projected to continue increasing at 5 percent per year over the next ten years. The roadway will be widened to improve traffic conditions and safety. *Project Planning Study and Preliminary Design to be conducted. Construction expected to begin 2007.*

Church Street – Northwood St. to Cone Blvd.

Church Street is a major facility connecting the center city with northern residential areas. Currently this narrow 2 to 3 lane roadway is nearing capacity. Traffic has increased 5% annually over the past 6 years and is expected to continue increasing as new development continues to the north and the Center city is revitalized. Church Street will be widened to reduce congestion and accommodate future traffic demands. *Project Planning Study and Preliminary Design to be conducted. Construction expected to begin 2005.*

Elm-Eugene Street – Vandalia Rd. to Future I-85 Bypass

Elm-Eugene is a major north-south thoroughfare connecting southern Guilford County to the center city. The scheduled completion of the I-85 Bypass will drastically alter current traffic patterns. Roadway widening is necessary to meet future traffic demands. Elm-Eugene Street will have the only interchange to provide direct local access to the Bypass between US 421 and US 220. *Project Planning Study and Preliminary Design to be conducted. Construction expected to begin 2005.*

Florida Street Extension – Lee St. to Franklin Blvd.

The Florida Street Extension would provide a continuous north-south connector in eastern Greensboro, thus enhancing road connectivity. *Project Planning Study and Preliminary Design to be conducted. Construction expected to begin 2007.*

Horse Pen Creek Road-Fleming Road Connector

The Horse Pen Creek Road – Fleming Road Connector will provide a much needed east-west route for localized traffic and may one day provide a connection to a future interchange with the Urban Loop. *Project Planning Study and Preliminary Design underway. Construction expected to begin 2005.*

Vandalia Road – Elm-Eugene St. to Pleasant Garden Rd.

Widening of Vandalia Road from Elm-Eugene Street to Pleasant Garden Road from two-lanes to three-lanes will enhance traffic flow in the area by providing a center left-turn lane thus allowing the flow of traffic and reducing the potential of accidents involving vehicles turning left from the roadway. *Project Planning Study and Preliminary Design to be conducted. Construction expected to begin 2007.*

Summit Avenue – McKnight Mill Rd. to Brightwood School Rd.

Summit Avenue is a minor north-south thoroughfare through northeast Greensboro. This section of Summit Avenue is primarily residential leading up from the commercial area at Cone Boulevard. Summit Avenue is expected to experience significant traffic increases with substantial development in the Reedy Fork area. This project will help mitigate future traffic congestion. *Project Planning Study and Preliminary Design to be conducted. Construction expected to begin 2007.*

Summit Avenue – Brightwood School Rd to Eckerson Rd.

This section of Summit Avenue has experienced considerable industrial development in recent years. Summit Avenue is expected to experience significant traffic increases with substantial development in the Reedy Fork area. This project will help mitigate future traffic congestion. *Project Planning Study and Preliminary Design to be conducted. Construction expected to 2007.*

Except for controlled-access facilities like the portion of NC 68 listed, sidewalks are included in the project scope of all Greensboro Transportation Bond Projects. The goal is to include sidewalks on both sides of all projects. The final determination on the sidewalk placement will occur during the project planning study and be shown in the preliminary design.

FOR MORE INFORMATION

Please visit www.ci.greensboro.nc.us/GDOT/ to view the status of these projects as they develop or contact the City of Greensboro Department of Transportation at (336) 373-2332.